

# KING COUNTY LANDMARKS AND HERITAGE COMMISSION

King County Office of Cultural Resources

1115 Smith Tower, 506 Second Avenue, Seattle, Washington, 98014

## KING COUNTY LANDMARK REGISTRATION FORM

### 1. Name of Property

historic name: Meadowbrook Bridge

other names/site number: King County Bridge No. 1726A KC HR1 #0832

### 2. Location

street & number: Meadowbrook Ave. (394th Place SE)

city, town: Snoqualmie

state: WA code: WA county: King code: 033 zip code: 98065

### 3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Non-Contributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	0	0
<input type="checkbox"/> public-State	<input type="checkbox"/> site	0	0
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	1	0
	<input type="checkbox"/> object	0	0
		1	0
			Total

Name of related multiple property listing:  
(Enter "N/A" if property is not part of a multiple property listing.)

Historic Bridges and Tunnels of WA State

Number of contributing resources previously  
designated as King County Landmarks:

### 4. Owner of Property

name: King County Department of Transportation; Roads Services Division

street & number: 400 Yesler Way, Room 400

city, town: Seattle state: WA zip: 98104

### 5. Form Prepared By

name/title: Florence K. Lentz (w. excerpts from King Co. Historic Bridge Inventory, Phase III)

organization: FKL, Cultural Resource Consulting

date: April, 1997

street & number: 107 E. 17th Avenue, Ellensburg WA 98926

telephone: (509) 925-3944

2017-2-22

SEATTLE, WASHINGTON  
KING COUNTY  
OFFICE OF CULTURAL RESOURCES

Meadowbrook Bridge

Name of Property

## 6. Function or Use

Historic Functions (enter from instructions)

TRANSPORTATION: road-related

Current Functions (enter from instructions)

same

## 7. Description

Architectural Classification

(enter from instructions)

OTHER: Pratt Truss (Parker sub-type)

Materials

(enter categories from instructions)

foundation: timber

walls:

roof:

other: steel and asphalt

Describe the present and historic physical appearance of the property on one or more continuation sheets.

## 8. Statement of Significance

Applicable Designation Criteria

- ☐ A1 Property is associated with events that have made a significant contribution to the broad patterns of national, state, or local history.
- ☐ A2 Property is associated with the lives of person significant in national, state, or local history.
- ☒ A3 Property embodies the distinctive characteristics of a type, period, style, or method of design or construction or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ A4 Property has yielded, or is likely to yield, information important in prehistory or history.
- ☐ A5 Property is an outstanding work of a designer or builder who has made a substantial contribution to the art.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ a cemetery, birthplace, or grave owned by a religious institution/used for religious purposes
- ☐ moved from its original location.
- ☐ a reconstructed historic building
- ☐ a commemorative property
- ☐ less than 40 years old or achieving significance within the last 40 years

Meadowbrook Bridge

Name of Property

Areas of Significance

(Enter categories from instructions)

ENGINEERING

Period of Significance:

1921-1957

Significant Dates:

1921

Significant Person

(Complete if Criterion A2 is marked above)

Cultural Affiliation

Architect/Builder

Thomas Beeman, County

Engineer; Thomas Evans,

Bridge Engineer; Ward &

Ward, Inc.; contractor

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above on one or more continuation sheets.

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file:

- ☒ included in King County Historic Resource Inventory #: 0832
- ☐ previously designated a King County Landmark
- ☐ previously designated a Community Landmark
- ☐ listed in Washington State Register of Historic Places
- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☒ recorded by Historic American Buildings, Survey #:
- ☐ recorded by Historic American Engineering, Rec. #:

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other (specify repository) King County Roads Services Division; King County Archives

10. Geographical Data

Acreage of Property: less than one Quadrangle Name: Snoqualmie Quad. Scale: 1:24000

Verbal Boundary Description

The nominated property is bounded on the east and west by the Meadowbrook Avenue right-of-way, and on the north and south by the beginning of each approach.

Boundary Justification

Boundaries encompass the entire bridge structure, including both approaches, for a total length of 373 feet.

### Physical Description

The Meadowbrook Bridge is located in King County on 394th Pl. S.E. (Meadowbrook Ave) near the city of Snoqualmie spanning the Snoqualmie River on County Rd. No. 87430 at mile post 1.28. The bridge was opened to traffic on October 19, 1921.

The bridge consists of an 11 panel (20 foot per panel) riveted, steel Pratt (Parker sub-type) through truss 220 feet in length with a polygonal top chord. The roadway width is 18.7 feet curb to curb and carries two lanes of traffic. The south approach consists of 4 timber trestle spans, each approximately 15 feet 9 inches long. The north approach consists of 5 timber trestle spans, each approximately 18 feet long. Total length of the bridge is 373 feet. The approach spans are made up of timber stringers, caps and driven pilings. The approaches and truss have steel, galvanized steel sheet planks resting on timber stringers that support an asphalt concrete roadway surface. A 4 foot wide sidewalk is on one side of the bridge.

The bridge was constructed in 1921 at a time when pin connected trusses were being phased out and the fully riveted connections were becoming the more preferred type of truss. The Meadowbrook Bridge is all riveted.

The name "Illinois S USA" is embossed at regular intervals on some of the steel bridge members. The Meadowbrook Bridge was built by King County under the direction of Thomas R. Beeman, the County Engineer, and Donald H. Evans, Bridge Engineer. Thomas Dobson, Claude Ramsay, and Lou C. Smith were the County Commissioners. Evans was involved in the construction of other King County bridges, including the Green River Gorge Bridge built in 1914. The Des Moines Bridge & Iron Works of Des Moines, Iowa, was the structural steel fabricator. Ward & Ward, Inc. was the contractor.

The King County Department of Public Works has completed a number of maintenance and rehabilitation projects on the bridge over the years, including the following:

- 1951 Renewed deck, stringers & paint on truss and constructed new approaches.
- 1959 Renewed deck and expansion plates and painted steel.
- 1971 Installed deck stiffening and new asphalt concrete overlay.
- 1973 Performed more truss painting.
- 1985 Redecked the truss span only with new treated stringers. Installed galvanized steel sheet bridge plank on stringers of both the truss and the approach spans and overlaid with an asphalt concrete surfacing.

Although the truss has undergone a number of repairs and renovations, it has not been extensively altered and essentially retains its basic design and appearance.

### Statement of Significance

The Meadowbrook Bridge (No. 1726A) is thought to be the second bridge to span the Snoqualmie River at this strategic location in the upper valley community of Meadowbrook. The bridge is primarily significant for its design as a riveted steel Pratt (Parker sub-type) through truss, one of only two such designs remaining in King County.

### Historical Context

Completed in 1921, the present-day Meadowbrook Bridge replaced an earlier timber truss that stood just to the east of it. The exact date of construction of the first bridge is uncertain. It appears in a series of historic area photos printed from glass plate negatives, all taken prior to 1899. The first bridge also shows on a 1912 Kroll township map, and on a 1913 Puget Sound Power Company map. A ferry operated in this location, also photo-documented, even before the first bridge.

In the context of transportation history in the Snoqualmie Valley, the Meadowbrook Bridge has played a supportive role. Above Snoqualmie Falls, the river itself was not the highway of commerce that it was in the lower valley. Yet because of the open prairies encountered by the earliest Euro-American settlers to the area, agricultural development began there in the late 1850s and 1860s. The first settlers to the prairie arrived on foot over the Cedar River Pack Trail, a well-established aboriginal route from the Puget Sound country, around Lake Washington, up the Cedar River, across Rattlesnake Prairie, and down to the present-day site of North Bend on the Snoqualmie.

When the famed Snoqualmie Hop Ranch began operations on the prairie in 1882, the only method of hauling in supplies was over old the wagon road from Issaquah to Fall City, then up the steep grade on the southwest side of the river. The arrival of the Seattle, Lake Shore, and Eastern Railroad in 1889 proved a great boon to the Hop Ranch and the larger economy of the region, providing a fast, direct link to Seattle for all upper valley farm and dairy produce. In 1890, a vehicular bridge was built at Fall City, and this inspired construction of an improved wagon road on the east side of the river, now SR 202.

The Meadowbrook area is rich in history. About 500 feet downstream from the bridge is the site of Fort Alden, a militia stronghold hastily erected in 1856 to defend against anticipated attacks by hostile natives from east of the Cascades. After 1858, the fort and surrounding land became part of the extensive holdings of pioneer settler Jeremiah Borst, the "Father of the Snoqualmie Valley." Borst sold his upper valley lands to the Hop Growers' Association in 1882. The headquarters of the ranch operation, with its cook house, boarding house, trading post and hotel, sprang up in close proximity to the future bridge site. No doubt the ferry, and perhaps the first bridge, serviced the Hop Ranch.

During the 1890s, insect infestation and falling prices brought the hops industry in all of western Washington to a halt. The Hop Ranch remained a corporate farm, shifting its emphasis to beans, potatoes, and dairying. New owners changed the name to Meadowbrook Farm around the turn of

the century. In 1914, the farm was sold to A.W. Pratt who continued the operation as a dairy farm managed by A.J. Moffat.

Soon after construction of the second (present-day) Meadowbrook Bridge, Pratt platted Meadowbrook Addition. Brick business buildings and frame bungalows were put up by investors - many of whom were managers of the Snoqualmie Falls Lumber Company - as a convenient commercial center for the many residents of Snoqualmie Falls, a substantial company mill town just across the river. At one time, Meadowbrook Corner boasted a general store, grocery, pharmacy, theatre, and restaurant. Subsequent mill owner Weyerhaeuser dismantled the mill town in the 1950s, after which Meadowbrook Corner declined.

Kroll maps record the changing ownerships to the north and south of the bridge. In 1912, A.W. Pratt owned all the land to the south, and the Seattle Tacoma Power Company to the north of the river. By 1930, Meadowbrook is shown as a platted community, with Pratt still in ownership of open lands to the south, and the Snoqualmie Falls Lumber Company to the north. In 1950, property owners remained the same, Meadowbrook Avenue across the bridge was paved, and the name Meadowbrook had been lost to the growth of the town of Snoqualmie.

#### Significance in Design

*Excerpted from: Krier, Robert. King County Historic Bridge Inventory - Phase III, Final Evaluation and Documentation. Archaeological and Historical Services, EWU. 1995*

The Meadowbrook Bridge, though generally identified as a Pratt truss, is actually a sub-type or variation known as a Parker truss. The Pratt truss was patented in 1844 by Thomas and Caleb Pratt. This truss type, which became one of the two most commonly used bridge designs in the early twentieth century, exhibits vertical members acting in compression and diagonals acting in tension. Variations of this basic form evolved which retained a basic truss configuration but altered the shape of the top chord. One of these variations, the Parker truss, exhibits the typical Pratt truss configuration of members, but its uppermost chord is polygonal in shape. This adjustment provides a stronger truss than the Pratt using the same amount of material, but is more expensive to fabricate because its members are not of uniform dimension.

The Meadowbrook Bridge is a fully riveted truss. In the early 1900s, the question of riveted versus pin-connected trusses had always been a debatable one among American engineers. While European practice was always to use riveted connections, early American practice endorsed the use of pins. The introduction of the pneumatic riveter at about this time served to remove many objections to field-riveted connections, and the riveted type became more popular because of its superior rigidity. In the mid-1960s, riveted connections were phased out with the development of high strength bolted connections.

Currently, the Meadowbrook Bridge is one of seven steel Pratt through truss bridges owned and maintained by King County. This bridge is significant because it represents one of three early Pratt (Parker sub-type) trusses. Of the three, only the Meadowbrook Bridge and the Tolt Bridge

are fully riveted. The third truss bridge, Mt. Si, is a pin-connected truss. The Meadowbrook Bridge, therefore, is actually the earlier of only two remaining examples of a specific bridge type in King County.

### Bibliographic References

Bean, Karen. King County Historic Sites Survey #0832. 1985-86.

Hill, Ada S. *A History of the Snoqualmie Valley*. Snoqualmie Valley Historical Society, 1970.

King County Department of Transportation. Road Services Division files and records.

Krier, Robert. King County Historic Bridge Inventory - Phase III, Final Evaluation and Documentation. Archaeological and Historical Services, EWU. 1995.

Lentz, Flo. "Dairy Farm Properties of the Snoqualmie Valley" Multiple Property Document. 1993.

Watson, Kenneth G. *28 Historic Places in the Upper Snoqualmie Valley*. Snoqualmie Valley Historical Museum: North Bend, 98045. Maps:

AAA (1917 - 1944)

Anderson (1894, 1904)

Kroll (1899, 1901, 1912, 1930, 1950, 1958)

Plat map of Snoqualmie (1889)

### Informants:

Watson, Greg. Staff, Snoqualmie Valley Museum. Museum visit and conversation, March, 1997.

# SITE MAP



## Scale

$$1'' = 1200 \text{ ft.}$$



# Snoqualmie Valley Historic Bridges

## Location Map

